

San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410 Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority

•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Mountain/Desert Committee Measure I Committee

December 19, 2008 9:00 a.m.

Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA

Mountain/Desert Committee Membership

Chair

Brad Mitzelfelt Board of Supervisors Lawrence Dale City of Barstow Ryan McEachron City of Victorville

Vice Chair

Bill Jahn, Mayor Pro Tem City of Big Bear Lake

Mike Leonard, Mayor City of Hesperia

Bill Neeb, Council Member Town of Yucca Valley

Trinidad Perez, Mayor Pro Tem

City of Adelanto

Vacant City of Needles Neil Derry **Board of Supervisors**

Rick Roelle, Council Member Town of Apple Valley

Jim Harris. Council Member City of Twentynine Palms

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments County Transportation Commission County Transportation Authority Service Authority for Freeway Emergencies County Congestion Management Agency

AGENDA

Mountain/Desert Committee
*Measure I Committee

December 19, 2008 9:00 a.m.

Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA

CALL TO ORDER:
(Meeting Chaired by Brad Mitzelfelt)

- I. Attendance
- II. Agenda Notices/Modifications:
- II. Announcements:

1. Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of December 19, 2008.

Pg.

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. Attendance Register

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

- * Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.
- 3. Fiscal Year 2010 Federal Appropriations

Pg. 9

Review the Federal Appropriations Process and Project Nominations. **Jennifer Franco**

- 4. Guidelines for Identifying Potential Projects for the Multi-Year Pg. 24 Federal Transportation Reauthorization Bill
 - 1. Approve guidelines for identifying potential projects for Federal Reauthorization (Attachment #1); and
 - 2. Receive update on input from SANBAG's policy committees. **Jennifer Franco**
- 5. Mojave Desert Air Basin (MDAB) Congestion Mitigation and Pg. 28 Air Quality (CMAQ) Project Candidate Strategy
 - 1) Receive information on the status of MDAB CMAQ project strategy development
 - 2) Authorize SANBAG staff to work with jurisdictions to develop candidate project list which will later lead to the allocation of Mojave Desert Air Basin CMAQ funds of \$2.0M per year from FY 2009 to FY 2012. Wendy Li

Notes/Actions

*6. Release of the Draft Measure I 2010-2040 Strategic Plan for Pg. 30 Comment

Receive information on the Draft Measure I 2010-2040 Strategic Plan Report and opening of the formal comment period.. **Duane Baker and Steve Smith**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

- 7. Additional Items from Committee Members
- 8. Brief Comments by the General Public

Additional Information

Acronym List

Pg. 32

ADJOURNMENT:

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain Desert Committee Meeting - Friday, January 16, 2009

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

<u>Agendas</u> – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

<u>Closed Session Agenda Items</u> — Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

<u>Public Testimony on an Item</u> – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

<u>Agenda Times</u> – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

<u>Public Comment</u> – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

<u>Disruptive Conduct</u> – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!

SANBAG General Practices for Conducting Meetings of Board of Directors and Policy Committees

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion.
 In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor.
 If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.



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| San Bernardino County Transportation Commission | | San (| Bernardino County | Transportati | on Authority |
|---|-----|-------|-------------------|--------------|--------------|
| San Bernardino County Congestion Management Ag | ene | cv = | Service Authority | for Freeway | Emergencies |

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| | AGENDA ITEM: 1 | | | | | | | |
|---|---------------------------------------|--------------|---|---|-------------------------------------|----------------------------|---|--|
| Do | ate: | | Dece | ember 19, 2008 | | | | |
| Su | bject: | | Information Relative to Possible Conflict of Interest | | | | | |
| Re | commend | ation*: | Note | e agenda items and con ober abstentions due to po | ntractors/sulessible confl | ocontra icts of | ectors which interest. | h may require |
| Ba | ickground | : | Boar have twelv | ecordance with California d may not participate in received a campaign cover months from an enumendations for action re | any action on tribution tity or ind | concer of mo ividual | ning a controre than \$25 l. This ag | ract where they 50 in the prior genda contains |
| | Item No. | Contr No. | | Contractor/Ager | nts | | Subcontra | actors |
| | | | | N/A | | | | |
| Financial Impact: This item has no direct impact on the budget. Reviewed By: This item is prepared monthly for review by the Board of Direct Policy Committee members. | | | This | item is prepared monthl | he Board of | f Directors and | | |
| | Approved Mountain Desert Committee | | | | | | | |
| | | | | | Da | | Approved ain Desert Co | |
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MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD - 2008

| Name | Jan | Spec. Mtg Feb | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|-----|------------------|------|--|-----------|-----|------|------|-----|------------|-----|-----|-----|
| Trinidad Perez + City of Adelanto | × | | **** | | * | × | | × |) × | ' × | | × | |
| Rick Roelle Town of Apple Valley | X | × | * * | × | *** | × | × | | × | × | × | × | |
| Lawrence Dale City of Barstow | X | X | * | × | * * | × | × | × | × | × | × | × | |
| Bill Jahn City of Big Bear Lake | × | × | * | × | . | × | * | | × | × | × | | |
| Mike Leonard City of Hesperia | | X | * * | × | | × | × | × | × | × | × | × | |
| Rebecca Valentine City of Needles | X | × | *** | | | × | × | × | × | × | × | × | |
| Jim Harris City of Twentynine Palms | X | × | *** | × | * | | × | × | × | × | × | × | |
| Mike Rothschild City of Victorville | × | × | * * | × | * | × | × | | | × | × | × | |
| Bill Neeb *** Town of Yucca Valley | | | * | and the state of t | ** | × | × | × | × | × | × | × | |
| Brad Mitzelfelt County of San Bernardino | × | × | ** | × | ** | | × | × | × | × | × | × | |
| Dennis Hansberger County of San Bernardino | × | × | * | × | | | X | X | × | | × | × | |
| | | L - L | | * | 6 | | | | | | | | |

^{*}Non-voting City Representative attended + Measure I Committee representative

* = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time. X = Member attended meeting.

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^{**}The Mountain/Desert Committee did not meet

^{***} New SANBAG Board Member

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD - 2007

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|-----|-----|-------|-------|-----|--|------|-----|------|-----|-----|-----|
| Trinidad Perez + City of Adelanto | × | × | × | * | * | × | * | × | × | × | × | × |
| Rick Roelle Town of Apple Valley | X | | × | * | * | × | * | × | × | | × | × |
| Lawrence Dale City of Barstow | X | × | × | * * | * | × | * | × | | | × | × |
| Bill Jahn City of Big Bear Lake | | | × | * * | * | o de la companya de l | * | × | | × | × | × |
| Mike Leonard City of Hesperia | × | | × | * | | × | * | × | × | × | × | × |
| Rebecca Valentine City of Needles | × | × | × | * | * | × | * | × | × | × | × | × |
| Jim Harris *** City of Twentynine Palms | × | | × | * | * | × | * | × | | | × | × |
| Mike Rothschild City of Victorville | × | × | × | ** | * | × | * | × | × | | × | * |
| Chad Mayes Town of Yucca Valley | | × | × | * | * | × | * | × | × | * | × | |
| Brad Mitzelfelt County of San Bernardino | X | × | | ** | * | × | * | × | | × | × | × |
| Dennis Hansberger County of San Bernardino | | × | X | ** | * | × | * * | × | × | × | × | × |
| | | | | | | | | | | | | |

**The Mountain/Desert Committee did not meet

Page 1 of 1 * = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time. X = Member attended meeting. Mdcatt07.doc

^{***} New SANBAG Board Member

^{*}Non-voting City Representative attended + Measure I Committee representative



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San Bernardino County Transportation Commission
 San Bernardino County Transportation Authority
 San Bernardino County Congestion Management Agency
 Service Authority for Freeway Emergencies

| | Minute | Action | |
|------------------|--|--|--|
| | AGENDA ITE | M:3 | |
| | | | |
| Date: | December 19, 2008 | | |
| Subject: | Fiscal Year 2010 Federal App | propriations | |
| Recommendation:* | Approve projects and prioritiz as listed in Attachment #1. | cation for Fiscal Year | r 2010 Federal Appropriations |
| Background: | showing that the Highway Toollected in Fiscal Year (FY) transportation projects is derived transferred to the HTF. Fundas needed, based on the solver Due to the diminishing revens advocate for a perman Additionally, SANBAG encountered same projects submitted to Control of the control of the solver and the control of the | Trust Fund (HTF) recovery from the federal ding for federal transfacy of the HTF. The solution to the granges the Board to the transfact of the HTF, SAME and the transfact of the HTF, SAME and the HTF, SAME an | OOT) recently updated figures received \$3 billion less than it lary federal funding source for excise tax on gasoline, which is sportation programs is adjusted, NBAG encourages the Board to keep the fund solvent, to continue advocating for the on in the annual Transportation, |
| | | Development (TI projects will illustra | HUD) appropriations bill. ate the region's commitment to |
| * | | | |
| | | Moun | Approved stain/Desert Committee |
| | si . | Date: | |
| | | Moved: | Second: |
| | | In Favor: | Opposed: Abstained: |

MDC0812A-JF Attachment: MDC0812A1-JF 50309000 Witnessed:

The projects listed in Attachment #1, reflect SANBAG's commitment to address hours of delay and congestion relief along two major highway corridors – those corridors being I-10 and I-15. Additionally, the attached project list represents projects that might be eligible for specialized funds and includes projects that will provide a regional benefit. Also, during November's Administrative Committee meeting, Committee Members recommended the inclusion of a project in Congressman Miller's district since no other project was identified within his jurisdiction. The project recommended for inclusion in SANBAG's FY 2010 appropriations list was Chino Corona Road, which is a critical motorist safety project (please note: a project description of this project is provided in Attachment #1).

Please recognize that when a list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in priority order. Last year, the Board approved prioritizing projects for Senator Dianne Feinstein and Senator Barbara Boxer; however, prioritization is also necessary for all project submittals to our House of Representatives.

Attachment #1 is organized in priority order per Congressional Member. The justification for the recommended priority order for FY 2010 appropriations corresponds with SANBAG's approved projects for the state's Proposition 1B, Trade Corridors Improvement Fund (TCIF) and projects that are eligible for specialized funds.

For projects submitted to Senator Feinstein and Senator Boxer, typically only two to three projects are accepted. As such, the SANBAG staff recommends submitting the following projects (listed in priority order):

- 1. I-15 Corridor: Devore Interchange Improvements
- 2. I-10 Corridor: Cherry/Citrus Improvement Project
- 3. High Desert Corridor: Phase I/Interchange Project

A Primer on the Annual Federal Appropriations Process

The annual federal appropriations process will begin in late January and it is directly linked to the annual discretionary spending decisions made by Congress. Each year, 12 different federal appropriations bills are used to formulate the federally approved budget. Based on this structure, SANBAG seeks funds from the annual THUD appropriations bill. Starting in 2009, Congress will be working on the FY 2010 THUD bill.

MDC0812A-JF Attachment: MDC0812A1-JF 50309000

SANBAG's Evaluation of the Appropriations Process

Each year, SANBAG is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff — along with the assistance of Van Scoyoc Associates, SANBAG's federal advocates — has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the absence of legislation, discretionary spending was left to the Department of Transportation.
- FY 2008: SANBAG received over \$4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.
- FY 2009: Congress passed a Continuing Resolution which funds the federal government through March 5th. House and Senate Appropriations conferees are expected to work to pass final versions of the FY 2009 bills in January.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY 2008 THUD appropriations bill, most of our Congressional delegates supported one to three of this region's requests for discretionary funds. At time of print for this agenda item, no funding decisions have been made by Congress for the FY 2009 THUD appropriations bill.

Current Political Factors Affecting the Appropriations Process

During this past legislative cycle, the National Surface Transportation Policy and Revenue Study Commission, also known as the 1909 Commission, issued a report that provided recommendations to Congress to increase the federal role for transportation infrastructure. The report's recommendations for a \$0.25-\$0.40

MDC0812A-JF Attachment: MDC0812A1-JF 50309000

federal gas tax increase was criticized by the Administration and some in Congress, signaling possible resistance to identifying revenue that will adequately fund transportation infrastructure needs for maintenance and new construction.

- The result of the recent elections will create changes in committee assignments and a change of legislative priorities. The extent of these changes is not yet known.
- Transportation as a federal priority continues to fall below other legislative priorities in Congress, such as the recent banking crisis.
- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU. The fund was nearly bankrupt in September.
- If earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.

The Board's review of the projects listed above should be mindful that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill.

SANBAG staff recommends including all projects listed above in the SANBAG advocacy effort for FY 2010 Appropriations.

Financial Impact:

Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item might have a potential positive impact on SANBAG's transportation programs.

Reviewed By:

This item is scheduled for review by the Mountain/Desert Committee on December 19, 2008 and the Commuter Rail Committee on December 18, 2008 and was reviewed and unanimously recommended for approval by the Administrative Committee on December 10, 2008. Previously in November, this item was reviewed by the Administrative Committee, the Commuter Rail Committee, and the Mountain Desert Committee.

Responsible Staff:

Jennifer Franco, Director of Intergovernmental and Legislative Affairs

MDC0812A-JF Attachment: MDC0812A1-JF 50309000

ATTACHMENT #1

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2010, the following projects are recommended for inclusion in SANBAG's Federal Advocacy Plan:

FY 2010 Federal Appropriations – SANBAG Staff Recommendation

| Congressional District | Project | Amount Requested |
|------------------------|---|------------------|
| | | |
| Baca | I-10 Corridor: Cherry/Citrus Improvement Project | \$3 million |
| Baca | San Bernardino Rapid Bus Project: sbX | \$4 million |
| Dreier | I-15 Corridor: Base Line Interchange | \$3 million |
| | 2 10 Collings Date Line Interestange | фо иниции |
| Lewis | Needles Highway (Public Lands Funds) | \$5 million |
| Lewis | I-15 Corridor: Ranchero Rd. Interchange | \$3 million |
| Lewis | Victor Valley Transit Facility | \$3 million |
| McKeon | I-15 Corridor: Devore Interchange Improvements | \$5 million |
| McKeon | High Desert Corridor: Phase I/Interchange Project | \$5 million |
| McKeon | I-15 Corridor: La Mesa Nisqualli Interchange | \$5 million |
| Miller | Motorist Safety Project: Chino Corona Road | \$3 million |

FY 2010 Federal Appropriations Cycle

Public Lands Highway Discretionary Program

Needles Highway
 \$5 million (Lewis)

Project Description

Needles Highway is primarily a two-lane rural highway that runs North and South between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. Previously the State of Nevada had allocated \$14 million to the project, \$7 million of which is to be spent on the California segments. Because of increased project costs, NDOT rescinded the \$7 million that was programmed for the California side to fund construction on the Nevada side of the highway. Discussions with Nevada are taking place to reprogram the Nevada contributions to the project.

Project History

SANBAG has allocated \$2,478,840 of Surface Transportation Program formula funds to the project, and the project has received \$5,834,701 in allocation of Public Lands and Highways funds. The project is included in SANBAG's Comprehensive Transportation Plan.

Project Status

The environmental approval should be complete by September 2009. Currently the project is funded through the environmental and design phases.

Budgetary Estimate Summary (in \$000's)

Project Phase PA&ED Construction Start Date 2010

Est. Total Project Cost: \$60 million

Funding Summary

Surface Transportation Program \$2,478,840 Public Lands \$5,834,701

FY 2010 Federal Appropriations Cycle

Interstate Maintenance Program

• I-10 Corridor: Cherry/Citrus Improvement Project \$3 million (Baca)

Project Description

The portion of the I-10 Corridor that is located in San Bernardino County currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and provides access to the heavy industrial areas of Ontario, Fontana, Rialto, Colton and San Bernardino County. This project will make operational and safety improvements to the city of Fontana. This project will increase traffic capacity along I-10 and greatly reduce traffic congestion. Additionally, the Cherry/Citrus Interchange Improvement Project will:

- Replace the existing five-lane Cherry Ave. bridge over I-10 with an eight-lane bridge and add one lane to each ramp
- Replace the existing four-lane Citrus Ave. bridge over I-10 with a seven-lane bridge and add one lane to each ramp
- o Widen the existing Cherry Ave. bridge over the Union Pacific railroad from four lanes to eight lanes
- o Widen the existing Citrus Ave. bridge over the Union Pacific railroad from three lanes to six lanes
- o Provide improvements at the Cherry-Slover Intersection and improve the Cherry-Valley Intersection

Project History

The CTC approved the TCIF Baseline Agreements for these projects at its Oct 2008 meeting.

Project Status

Final Design (Plans, Specifications, and Estimates (PS&E)) started in May 2008 "at risk" and is ongoing. Final design started prior to environmental approval is considered at risk. SANBAG is the lead agency for PS&E. Environmental phase (Project Approval/Environmental Document (PA/ED)) is also ongoing concurrently with final design. PA/ED approval for Citrus Interchange is expected by the end of Nov 2008. PA/ED approval for Cherry Interchange is expected by March 2009. Both interchanges are recipients of TCIF funding for construction. The California Transportation Commission approved the Trade Corridors Improvement Fund (TCIF) Baseline Agreements for these projects at its October 2008 meeting.

Budgetary Estimate Summary (in \$000's)

Study Report Fontana/Caltrans

Project Report Fontana/County/Caltrans

Project Phase PA/ED with concurrent Final Design

Construction Start Date Citrus: April 2011

Cherry: August 2011

Number of possible jobs 100

Project Cost Citrus: \$55 million

Cherry: \$78 million

Est. Total Project Cost: \$133 million (in 2010 dollars)

Funding Summary (in \$000's)

 State – STIP
 \$3,908

 State – TCIF
 \$30,773

 County
 \$3,242

 Measure I
 \$1,823

 Various – to be resolved
 \$36,368

Total: \$76, 114

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FY 2010 Federal Appropriations Cycle

• I-15 Corridor: Base Line Road Interchange \$3 million (Dreier)

Project Description

The Base Line Rd./I-15 Interchange is located just North of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include two new bridge structures for the Southbound on/off ramps and constructing a loop ramp for Westbound Base Line Rd. to Southbound I-15. The project includes the replacement of the existing East Ave. overhead structure located North of the interchange, widening Base Line Rd. to provide two left turn lanes for Eastbound Base Line to the Northbound I-15.

Project History

The City has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the EIR have been completed and approved by Caltrans.

Project Status

SANBAG staff recommends requesting \$3 million for this project, which is an increase in comparison to last year's request amount of \$1.5 million. A higher request amount is being sought for this project due to an increase in construction costs; construction cost has increased approximately 25% during the last two years. The current estimated construction cost is \$30.4 million, and the total project cost is \$43.1 million. The total project cost includes the cost of preliminary engineering, acquiring right-of-way, and construction administration. The City of Rancho Cucamonga has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the Environmental Impact Report (EIR) have been completed and approved by Caltrans. The Draft Initial Studey/Environmental Assessment (IS/EA) should be ready for submittal to Caltrans by January, 2009. Design will be funded with local and Federal funds and is expected to be allocated in March 2009. Construction is expected to begin in June, 2011. In summary, additional Federal funds are needed to make up for the short fall due to the escalating cost of construction.

Funding Summary

| City funds (Development Impact Fees) | \$4,500,000 |
|--------------------------------------|-------------|
| Federal Appropriations (FY 2004) | \$ 800,000 |
| Federal Appropriations (FY 2005) | \$ 500,000 |
| Federal Appropriations (FY 2006) | \$ 500,000 |
| Federal Appropriations (FY 2008) | \$ 750,000 |
| TEA-LU (FY 2005-2009) | \$4,000,000 |

Est. Total Project Cost:

\$43.1 million

FY 2010 Federal Appropriations Cycle

• I-15 Corridor: Devore Interchange Improvements \$5 million (McKeon)

Project Description

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

Building this project will add a one-time benefit of \$437 million in economic output, 3,500 FTE one-year jobs, and \$144 million in wages. It will also generate at least \$11.98 million on state and \$1.74 million in local taxes. The cost of delay on the project is \$25 million per year based on the formula \$12-\$15/vehicle hour x 7500 vehicle hours/day x 250 weekdays/year = \$25 million.

Project History

SANBAG has designated the widening of Interstate 15 and the reconstruction of the Interstate 15/Interstate 215 Interchange in Devore as its highest priority through the Proposition 1B Trade Corridors Improvement Fund. This project will increase truck throughput and reduce delays in this heavily traveled section of San Bernardino County.

Project Status

SANBAG is currently in the preliminary engineering phase of the project. We are evaluating design alternatives and working on the environmental clearance document. We anticipate this will take until 2011.

Budgetary Estimate Summary (in \$000's)

Project Phase

Preliminary Engineering

Construction Start Date

November 2013

Est. Total Project Cost:

\$375 million

Funding Summary (in \$000's)

Measure I \$7,075 State – TCIF \$118,012 Future Federal, State, Local \$243,466 Total: \$368,553

FY 2010 Federal Appropriations Cycle

• I-15 Corridor: La Mesa/Nisqualli Interchange \$5 million (McKeon)

Project Description

This project connects La Mesa Road and Nisqualli Road by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley and provide an improved East-West corridor from the Town of Apple Valley. The interchange will serve as a conduit across the freeway and help disperse traffic from existing interchanges at Bear Valley Rd. and Palmdale Rd. that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in past decade. The design and right of way phases are fully funded. The design is at 60% completion. Right of way certification is scheduled for February 2009. The construction contract is scheduled for award in November of 2009. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identifies \$30 million in development mitigation funds for the construction phase. The City has already committed \$46,577 (50%) of local funds to the project. The remaining \$30 million public share of the construction cost needs funding.

\$1,070

| Budgetary Estimate Summary (in \$000's) |
|---|
| Project Approval / Environmental Document |
| Final Design |

Final Design \$5,238 Right of Way \$27,049 Construction \$60,000

Est. Total Project Cost: \$93,357

Funding Summary (in 000's)

| Local – City | \$46,577 |
|--------------|----------|
| State - STIP | \$11,530 |

Federal Funding:

| Demo | \$1,200 |
|-----------------------|--------------|
| RSTP | \$3,800 |
| Section 115 | <u>\$250</u> |
| Total Funds Committed | \$63,357 |

Total Funds needed \$30,000

FY 2010 Federal Appropriations Cycle

• I-15 Corridor: Ranchero Road Interchange \$3 million (Lewis)

Project Description

The Ranchero Road/Interstate 15 (I-15) Interchange Project proposes to construct a new over-crossing, entrance and exit ramps with Interstate 15 in Hesperia. East-west mobility and access to and from I-15 are among the most significant transportation deficiencies within the Victor Valley. With the completion of the Ranchero Rd. Burlington Northern Santa Fe Railroad Undercrossing and the Ranchero Rd./I-15 Interchange, Ranchero Rd. will ultimately be widened from two lanes (one lane each direction) to six lanes and will serve as a super arterial roadway providing improved east-west mobility and access to I-15 to residents of Hesperia.

Project History

Ranchero Road Interchange is one of three phases of the Ranchero Road Corridor Project, which has been the City's highest priority transportation capital improvement project for the past several years. This is a regionally significant project that will improve East-West traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles.

Project Status

The project is currently in the Project Approval and Environmental Document (PA/ED) phase and is estimated to cost \$60 million. The City has committed \$30 million of Development Impact Fees, Redevelopment Agency Bonds, and Local Measure I Pass-through Funds to the project, in addition to the \$7.03 million of Prop 1B STIP Augmentation funds that were allocated to the project by the SANBAG Board.

Project Phases

Phase I involves construction of a new undercrossing at the BNSF Railway right-of-way. This phase received environmental clearance from Caltrans, acting as National Environmental Policy Act (NEPA) delegate to the Federal Highway Administration. Right-of way acquisition has begun, and design is nearing completion. Construction is slated to begin in 2009.

Phase II involves construction of a full-service interchange at Interstate 15, which will connect the improvements in phases I and III to the interstate system. This project is identified as Project SBD031279 in the Regional Transportation Improvement Program, and is currently in the Project Approval and Environmental Document (PA&ED) phase.

Phase III involves widening of five miles of Ranchero Road from the new undercrossing, through the unincorporated San Bernardino County, to Interstate 15. Design of this phase is also underway at this time and is being done in cooperation with the County. Construction is tentatively scheduled for 2009-10.

This month, Caltrans approved the Geometric Approval Drawings, and have given bridge design-type approval as well. NEPA clearance is anticipated by spring 2009, with right-of-way acquisition to immediately follow, and design expected to be completed in late 2009. Construction can commence in 2010-2011. It is anticipated that this project will create up to 250 construction related jobs.

Est. Total Project Cost: \$62 million

FY 2010 Federal Appropriations Cycle

• High Desert Corridor: Phase I/Interchange Project \$5 million (McKeon)

Project Description

HDC, Phase I, is the first segment of a new highway linking the Victor Valley in San Bernardino County with the Antelope Valley in Los Angeles County. This project will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base).

This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. The project is currently estimated to cost \$900 million to construct from US-395 in Adelanto to SR-18 in Apple Valley. The project is currently in the Project Approval & Environmental Document phase.

Project History

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. The HDC first received funding in TEA21 for the section between U.S. 395 in Adelanto and State Route (SR) 18 in Apple Valley. SAFETEA-LU designated a portion of HDC as E-220, however no funding accompanied the designation. Most of the route identified as E-220 falls outside of HDC, Phase I. It is important to distinguish between the phases when considering funding for the project.

Project Status

SANBAG requests \$5 million for costs associated with planning and design implementation for Phase I. Local match from Apple Valley/Victorville for Federal Funds have been received in the amount of \$2,460,000. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identified \$38,220,000 in development mitigation funds for this project.

Additional Project Information

While SANBAG's advocacy effort focuses on support for funding for Phase I of the High Desert Corridor, SANBAG also supports efforts to utilize public-private partnerships (P3's) authority to provide a broader array of funding types to support the delivery of this project.

Budgetary Estimate Summary (in \$000's)

Project Status Project Development Stage

Project Phase Current phase of project is in PA&ED

Construction Start Date Late 2013

Est. Total Project Cost: \$900 million

Funding Summary

TEA-21 (Lewis) \$7,500,000 - Phase I
SAFETEA-LU (Lewis) \$4,000,000 - Phase I
SAFETEA-LU (McKeon) \$800,000 - Phase II
2005 Federal Appropriations (Lewis) \$3,000,000 - Phase I
2006 Public Lands (FHWA) \$2,000,000 - Phase I

FY 2010 Federal Appropriations Cycle

Transit Program

Victor Valley Transit Facility
 \$3 million (Lewis)

Project Description

The new facility will be designed to accommodate an anticipated fleet of 145 vehicles in 2020. The Authority will be seeking a LEED (Leadership in Energy and Environmental Design) rating of Silver for the new facility design. Requested appropriation amount of \$30 million from FTA 5309 Bus/Bus Facilities.

Project History

The Victor Valley Transit Authority completed a Facility Master Plan in October 2004. As a result of that study the Authority has purchased a 10 acre site within the City of Hesperia for the construction of a new facility to house administration, maintenance and operations functions. This new facility will replace the existing leased property consisting of a gravel lot, garage, small building and a trailer. The total amount being sought is \$30 million over multiple years.

Project Status

Complete construction documents for the facility project are in plan-check at the City of Hesperia. Site grading is complete; and the CNG fueling facility and some off-site improvements are under construction. Construction of the main facility is due to commence April, 2009. This project is estimated to create 250 jobs.

Budgetary Estimate Summary (in \$000's)

Project Phase

Phase I

Construction Start Date

Phase I - In progress

Phase II – Main Facility

April 2009

Est. Total Project Cost:

\$42 million

FY 2010 Federal Appropriations Cycle

San Bernardino Rapid Bus Project: sbX \$4 million (Baca)

Project Description

The San Bernardino Valley Express (sbX) will be the first of its kind to operate in the cities of San Bernardino and Loma Linda. sbX is a bus rapid transit (BRT) that will operate along "E" Street corridor between California State University, San Bernardino and Loma Linda University and the Jerry L. Pettis Memorial VA Medical Center in Loma Linda. BRT is a new high-tech, user-friendly system that will offer more frequent service, fewer stops, and higher average speeds than traditional bus service.

Project History

On December, 2005 a Major Investment Study was completed which resulted with Omnitrans, the City of San Bernardino, and the San Bernardino Associated Governments (SANBAG), adopting and approving the Locally Preferred Alternative (LPA). The LPA is the proposed alignment selected by several stakeholders and the general public whom were all involved in the two year process of selecting the LPA.

Project Status

SANBAG staff recommends requesting \$4.0 million for the construction portion of the project.

Funding Summary

\$ 400,000 in FY06 FTA Section 5307 \$2,400,000 in FY07 FTA Section 5307

Est. Total Project Cost:

\$163 million

FY 2010 Federal Appropriations Cycle

Unidentified Funding Category

Motorist Safety Project: Chino Corona Road
 \$3 million (Miller)

Project Description

The Chino Corona Road project is located in the newly annexed area of the City of Chino. This area is experiencing and will continue to experience significant commercial, industrial and residential growth. The transition from agricultural land uses to more urbanized uses is putting pressure on the existing transportation and road systems in the area. The Chino Corona Road Improvements relieve a great deal of this pressure by providing a link between Hellman Ave. and Pine Ave. The improvements include a new bridge crossing over the natural drainage and low spot area along Chino Corona Road. Due to inadequate drainage system, this segment of roadway becomes flooded every rainy season and was the cause of at least one fatal accident in January 2008. Currently, this area is closed during any rain event due to possible flooding. Since this area has been recently annexed to the City, the Developer's contribution covers 50% of the estimate cost of \$6,000,000. No other funding is currently designated for this project.

Located between Pine Ave. and Hellman Ave., Chino Corona Rd. will ultimately develop into a regionally significant East-West bypass transportation corridor and alternate truck route for commercial, agricultural and residential vehicles operating in and around the South Preserve community. Construction of a new bridge will ensure emergency vehicles have direct access to the new Preserve community and surrounding areas during inclement weather. The full benefits of this corridor will be realized when the County of Riverside makes the connection with I-15 and the City of Chino completes the Pine Ave. Extension project. The end result would be development of additional commercial projects and the creation of numerous job opportunities for the region. Furthermore, the improved Chino Corona Rd. will provide a vital safe alternate route for commuters from the cities of Chino, Chino Hills, Corona and Norco between Hellman and Pine Avenues. Finally, this project would provide significant congestion relief to existing regional arterials and local roadways.

Est. Total Project Cost:

\$6 million



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1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715 Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

| Minute Action | | |
|---------------------------------------|---|--|
| | AGENDA ITEM:4 | |
| Date: | December 19, 2008 | |
| Subject: | Guidelines for Identifying Potential Projects for the Multi-Year Federal Transportation Reauthorization Bill | |
| Recommendation:* | Approve guidelines for identifying potential projects for Federal Reauthorization (Attachment #1); and Receive update on input from SANBAG's policy committees. | |
| Background: | The current Federal Transportation Authorization Act, also known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU), will expire after September 30, 2009. The national debate on the form, content, and funding provisions of the next authorization bill has already begun. This item is intended to seek Board approval for a set of guidelines that will assist in identifying potential projects for the federal reauthorization bill. SANBAG staff recommends the Board adopt the guidelines outlined in Attachment #1 to identify potential projects for the next federal reauthorization bill. The proposed guidelines are not intended to be a rigid checklist, but rather a tool to identify the most competitive projects in the region, which will be competing against other projects across the nation. These guidelines will aid in developing solid justification for the universe of projects advocated for by SANBAG. | |
| · · · · · · · · · · · · · · · · · · · | Approved Mountain/Desert Committee | |
| | Date: | |
| | Moved: Second: | |
| | In Favor: Opposed: Abstained: | |

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Witnessed:

SANBAG staff is working to develop a list of projects for the Board's review and approval and has been working with member jurisdiction to receive input.

Specific projects to consider as a part of this recommendation will be presented during future SANBAG meetings. SANBAG staff will continue to work with member jurisdictions to identify potential projects and will provide regular updates to the Board as the policy for SAFETEA-LU reauthorization takes shape.

Committee Feedback

During the month of November, this item was presented to the Administrative, Major Projects, Plans and Programs and Mountain Desert Committees. Additionally, SANBAG staff contacted each member jurisdiction to request input.

The attached document (Attachment #1) has been modified to incorporate committee recommendations on the guidelines to identify potential projects for the next federal reauthorization bill.

A Primer on Authorization vs. Appropriations

The authorization process is different than the appropriations process. Since the 1990's, the transportation authorization process has occurred approximately every five to six years to provide a long-range spending plan for transportation. The current authorization authority for transportation is called Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which will expire on September 30, 2009. SAFETEA-LU authorized formula spending, annual discretionary spending levels, and earmarks for specific projects; however, funds must be appropriated each year.

Anticipated Upcoming Schedule of Events

The House Transportation and Infrastructure (T&I) Committee Chairman Jim Oberstar intends to release a "detailed summary" of the House transportation reauthorization bill at the end of February, followed by a series of trips around the country to build support for the bill. The Committee hopes to vote on the bill by mid-April, followed by a House floor vote before Memorial Day.

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Senator Barbara Boxer, chair of the Senate Environment and Public Works (EPW) Committee, has said she will follow the House, adding to the bill where Senate priorities are needed.

The next transportation authorization bill is likely to include an opportunity to advocate for specific projects. As such, SANBAG staff has developed guidelines to help identify potential projects for the federal reauthorization bill (please see Attachment #1).

Financial Impact:

Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item has potential benfits for SANBAG's transportation programs.

Reviewed By:

This item is scheduled for review by the Plans and Programs Committee on December 17, 2008; Commuter Rail Committee on December 18, 2008; and Mountain/Desert Committee on December 19, 2008. The Administrative Committee reviewed and unanimously recommended approval of this item on December 10, 2008, and the Major Projects Committee reviewed and recommended approval 16-1-0 (Opposed: Gonzales) on December 11, 2008. A previous version of this agenda item was reviewed Administrative Committee, Major Projects Committee, and the Mountain Desert Committee in November.

Responsible Staff:

Jennifer Franco, Director of Intergovernmental and Legislative Affairs

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ATTACHMENT #1

Guidelines for Identifying Projects for Federal Reauthorization

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation authorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying potential projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the
 Measure I (2010-2040) Expenditure Plan. (YES/NO)
 Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional
 need, a financial commitment, and consistency with requirements to improve air quality.
- The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)

 Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.
- The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)

 The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.
- Federal funding for this project would save Measure I funds for other projects. (YES/NO)
 Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.
- The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)
 According to SANBAG's Measure I strategic planning process, particular emphasis has been given to the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.
- The nominated project is on a trade corridor of national significance and/or a High Priority Corridor on the National Highway System. (YES/NO)

 Trade Corridors of National Significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.
- Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)
 Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.
- For Valley or Victor Valley interchanges or grade separations, the development share is committed. (YES/NO)
 The development share has been identified and committed for the nominated project.
- Nominated Grade Separations: top ten on prioritized list <u>AND</u> already federalized, <u>OR</u> amount of proposed federal
 funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA
 compliance. (YES/NO)

Grade separation projects that are already federalized are preferred.

- The nominated project will be able to start construction by 2014-15. (YES/NO)
 The nominated project will have completed all pre-construction phases in time to begin construction by 2014.
- The nominated project is supported by multiple jurisdictions. (YES/NO)
 The nominated project is supported by multiple jurisdictions.
- Nominated the project is a vital connector for the highway system and/or inter-jurisdictional. (YES/NO)
 The nominated project is a vital connector to/from the state or federal highway system, which may also be a vital connector to the state. Vital connectors may also include projects that will enhance the inter-jurisdictional mobility.

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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Minute Action

| AGENDA | ITEM: | 5 | |
|---------------|-------|---|--|
| | | | |

Date:

December 19, 2008

Subject:

Mojave Desert Air Basin (MDAB) Congestion Mitigation and Air Quality (CMAQ) Project Candidate Strategy

Recommendation:

- 1) Receive information on the status of MDAB CMAQ project strategy development
- 2) Authorize SANBAG staff to work with jurisdictions to develop candidate project list which will later lead to the allocation of Mojave Desert Air Basin CMAQ funds of \$2.0M per year from FY 2009 to FY 2012

Background:

SANBAG receives annual CMAQ apportionments for South Coast Air Basin (SCAB) and Mojave Desert Air Basin (MDAB). The MDAB apportionment is approximately 18% of the total CMAQ received, or roughly \$4.8M per year in recent years.

As of today, the region has obligated \$8.2M of CMAQ in the MDAB area and \$57.4M CMAQ in the SCAB area. MDAB balance is around \$10M. Projecting the amount of MDAB CMAQ available to be programmed, the constraints are summarized below.

- Annual Obligation Authority (OA) limitation: Annual OA is the true federal reimbursement that region can obtain each year. It makes no distinction between the MDAB and SCAB areas. A large project can exhaust all OA within one year. SANBAG is delivering several large projects that may exhaust a significant available amount of OA.
- The I-215 project need: The I-215 project is in SCAB region and its funding needs far exceeds annual SCAB CMAQ capacity. In FY 08/09, the project will exhaust all available OA plus future CMAQ OA by advancing Measure I. However, the advanced Measure I will be converted to CMAQ once future OA becomes available.
- SANBAG has fully utilized all available formula based federal funds in the past to deliver the Rte 210 corridor projects. As a result, SANBAG has borrowed \$16M OA from RCTC to fully utilize available apportionments and avoid funds being lost or reprogrammed. This loan is due for pay back starting 9/10 and ending 10/11 (\$8M/year)
- Transit set-asides which vary from \$1.5M to \$2M per year. The fund is provided to all Mountain/Desert transit districts.

SANBAG staff has been coordinating with local jurisdiction staff in the Mountain/Desert region to solicit candidate project to utilize the available MDAB CMAQ funds in the region. The goal is to produce a list of strategic projects that will fully meet CMAQ eligibility criteria yet address each jurisdiction's priority need. The initial responses as follows:

- 1.) Traffic synchronization projects on SR 18, US 395, Main Street (Victorville) or other major streets.
- 2.) Utilize funds on larger eligible projects (the County).
- 3.) Paving dirt roads for shelf ready projects (Apple Valley).
- 4.) Swapping MDAB CMAQ with transit Measure I funds (5% transit subsidies). SANBAG discovered that this option is not possible due to the fact that CMAQ can't be used for transit fare subsides (Apple Valley).
- 5.) Using CMAQ for development of PSRs- Project Study Reports (Victorville). SANBAG discovered that this option is not possible due to the fact that CMAQ can't be used for planning activities.
- 6.) Park & Ride facilities in the City of Victorville and Hesperia (Bear Valley Rd/Amargosa Rd, Bear Valley Rd/Fish Hatchery Rd, and 395/Joshua on Caltrans' right-of-way).

SANBAG will continue to work with all jurisdictions in the Mountain/Desert region to ensure that funds will be made available for all jurisdictions and that the project lists should reflect a consensus approach within the Mountain/Desert region.

Financial Impact:

This item has no financial impact to the SANBAG budget. This item will result in a list of transportation projects totaling \$2.0 million per year to be implemented in the Mountain/Desert region. Lead agencies for selected projects will receive project funding on a cost reimbursement basis through Caltrans District 8 Local Assistance.

Reviewed By:

This item is scheduled for review by Mountain/Desert Policy Committee on December 19, 2008.

Responsible Staff:

Wendy Li, Chief of Programming
Ty Schuiling, Director of Planning and Programming
Duane Baker, Director of Management Services



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1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410 Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



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•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: *6

| r 19 2008 | | | |
|-----------|--|--|--|

Date:

December 19, 2008

Subject:

Release of the Draft Measure I 2010-2040 Strategic Plan for Comment

Recommendation:*

Receive information on the Draft Measure I 2010-2040 Strategic Plan Report and

opening of the formal comment period

Background:

Development of the Measure I 2010-2040 Strategic Plan was initiated in 2005 to define the policy framework for delivery of the projects and programs referenced in the new Measure. The Strategic Plan will be the policy manual for delivery of the Measure I programs by SANBAG and its member agencies.

Per previous discussions with SANBAG committees, staff is releasing the Draft Strategic Plan Report and initiating a formal comment period as part of the December 2008 agendas for the Commuter Rail Committee, Major Projects Committee, Mountain/Desert Committee, and Plans and Programs Committee. The report is attached as a separate document in this agenda packet. The report also has been distributed directly to local jurisdictions through a mailing to city managers as well as to transit agencies in San Bernardino County. In addition, the report was distributed to the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) at its meeting on December 8th.

This distribution initiates a formal review and comment period on the Draft Measure I 2010-2040 Strategic Plan. The closing date for comments is January 21, 2009. Written comments are requested and should be sent to Ty Schuiling, SANBAG Director of Planning and Programming. Following the close of comments, SANBAG staff will prepare a response to comments for

| Date: <u>December 19, 2008</u> Moved: Second: | Mounta | Approved in/Desert Com | mittee |
|---|-----------|---------------------------|-------------|
| Moved: Second: | Date: _ | December 19, | <u>2008</u> |
| | Moved: | S | econd: |
| In Favor: Opposed: Abstained | In Favor: | Opposed: | Abstained: |

February committee meetings and/or a Board workshop in mid-February. The final Strategic Plan Report will be prepared for March committee approval, with SANBAG Board approval scheduled for April 1, 2009.

During the comment period, SANBAG staff welcomes any questions, informal comments, and requests for meetings with individual jurisdictions and other interested parties. A workshop on the Draft Strategic Plan will be held for the CTP TAC on Monday, January 12, 2009 to provide a forum for agency interaction and discussion on the draft. Additional meetings may be scheduled to address issues specific to given subareas.

The Draft Strategic Plan Report is also available on the SANBAG website at www.sanbag.ca.gov. A link is provided on the website home page to enable downloading of all or a portion of the draft.

Approval of the Strategic Plan is needed approximately one year in advance of the initiation of the new Measure I in April 2010 so that the resources and systems can be put in place to manage the new Measure. Timely approval of the Strategic Plan will not only put in place the policies needed to guide the allocation of Measure I 2010-2040 funding, but will be a basis for budgeting resources for Fiscal Year 2009-2010, three months of which fall within the timeline of the new Measure. It should be noted that the Strategic Plan is intended as a policy document and does not serve as the delivery plan for Measure I projects. A delivery plan will be prepared subsequent to the Strategic Plan, establishing delivery schedules, associated financial requirements, bonding needs, and related project delivery requirements for the early years of Measure I 2010-2040.

Financial Impact:

This item has no financial impact. However, the Strategic Plan, once approved, will serve as the guide for the allocation of Measure I 2010-2040 dollars for many years to come. The item is consistent with the approved Fiscal Year 2008-2009 SANBAG budget, Task 60909000.

Reviewed By:

This item was reviewed by the Major Projects Committee on December 11, 2008, Plans and Programs Committee on December 17, 2008, and will be reviewed by the Commuter Rail Committee on December 18, 2008 and Mountain/Desert Committee on December 19, 2008.

Responsible Staff:

Steve Smith, Chief of Planning
Ryan Graham, Transportation Planning Analyst
Ty Schuiling, Director of Planning and Programming
Duane Baker, Director of Management Services

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Attachments: Draft Measure I 2010-2040 Strategic Plan Report

60909000

AB Assembly Bill

ACE Alameda Corridor East

ACT Association for Commuter Transportation

ADA Americans with Disabilities Act

APTA American Public Transportation Association

AQMP Air Quality Management Plan

ATMIS Advanced Transportation Management Information Systems

BAT Barstow Area Transit
CAC Call Answering Center

CALACT California Association for Coordination Transportation CALCOG California Association of Councils of Governments

CALSAFE California Committee for Service Authorities for Freeway Emergencies

CALTRANS California Department of Transportation

CARB California Air Resources Board
CEQA California Environmental Quality Act

CHP California Highway Patrol

CMAQ Congestion Mitigation and Air Quality
CMP Congestion Management Program

CNG Compressed Natural Gas
COG Council of Governments

CSAC California State Association of Counties

CTA California Transit Association

CTAA Community Transportation Association of America

CTC California Transportation Commission
CTC County Transportation Commission
CTP Comprehensive Transportation Plan

DMO Data Management Office
DOT Department of Transportation
E&H Elderly and Handicapped
EIR Environmental Impact Report
EIS Environmental Impact Statement

EPA United States Environmental Protection Agency

ETC Employee Transportation Coordinator
FEIS Final Environmental Impact Statement
FHWA Federal Highway Administration

FSP Freeway Service Patrol FTA Federal Transit Administration

FTIP Federal Transportation Improvement Program
GFOA Government Finance Officers Association

GIS Geographic Information Systems

HOV High-Occupancy Vehicle

ICMA International City/County Management Association

ICTC Interstate Clean Transportation Corridor IEEP Inland Empire Economic Partnership

ISTEA Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP Interregional Transportation Improvement Program

ITS Intelligent Transportation Systems
IVDA Inland Valley Development Agency
JARC Job Access Reverse Commute

LACMTA Los Angeles County Metropolitan Transportation Authority

LNG Liquefied Natural Gas
LTF Local Transportation Funds

MAGLEV Magnetic Levitation

MARTA Mountain Area Regional Transportation Authority

MBTA Morongo Basin Transit Authority

MDAB Mojave Desert Air Basin

MDAQMD Mojave Desert Air Quality Management District

MIS Major Investment Study

MOU Memorandum of Understanding

MPO Metropolitan Planning Organization

MSRC Mobile Source Air Pollution Reduction Review Committee

MTP Metropolitan Transportation Plan

NAT Needles Area Transit
OA Obligation Authority

OCTA Orange County Transportation Authority

OWP Overall Work Program

PA&ED Project Approval and Environmental Document

PASTACC Public and Specialized Transportation Advisory and Coordinating Council

PDT Project Development Team

PPM Planning, Programming and Monitoring Funds

PSR Project Study Report

PTA Public Transportation Account
PVEA Petroleum Violation Escrow Account

RCTC Riverside County Transportation Commission

RDA Redevelopment Agency RFP Request for Proposal

RIP Regional Improvement Program

ROD Record of Decision

RTAC Regional Transportation Agencies' Coalition
RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agencies

SB Senate Bill

SAFE Service Authority for Freeway Emergencies SANBAG San Bernardino Associated Governments

SCAB South Coast Air Basin

SCAG Southern California Association of Governments
SCAQMD South Coast Air Quality Management District
SCRRA Southern California Regional Rail Authority

SED Socioeconomic Data
SHA State Highway Account

SHOPP State Highway Operations and Protection Program

SOV Single-Occupant Vehicle
SRTP Short Range Transit Plan
STAF State Transit Assistance Funds

STIP State Transportation Improvement Program

STP Surface Transportation Program
TAC Technical Advisory Committee
TCM Transportation Control Measure
TCRP Traffic Congestion Relief Program
TDA Transportation Development Act
TEA Transportation Enhancement Activities
TEA-21 Transportation Equity Act for the 21st Century

TIA Traffic Impact Analysis

TMC Transportation Management Center

TMEE Traffic Management and Environmental Enhancement

TOC Traffic Operations Center

TOPRS Transit Operator Performance Reporting System

TSM Transportation Systems Management USFWS United States Fish and Wildlife Service

UZAs Urbanized Areas

VCTC Ventura County Transportation Commission

VVTA Victor Valley Transit Authority

WRCOG Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

> Approved June 2, 1993 Reaffirmed March 6, 1996